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OUR FORCE IS ENTIRELY NEW  
AND VERY EFFICIENT.

## F. W. BECKMANN TO START SECOND DRIVEAWAY FROM TOLEDO, OHIO

Chattanooga Automobile Company Defies Congested Traffic Conditions and Brings Cars Overland From Factory.

F. W. Beckmann and a bunch of five local chauffeurs go over the top next week to drive back six new Oaklands from Toledo, O.

Railroad congestion has caused this heroic dash after cars to supply patrons of the Chattanooga Auto company.

This is not the first long overland trip made by the company. The first drive was from the Oakland factory at Pontiac, Mich., last September, when Mr. Beckmann headed south with a caravan of eighty-seven cars.

By good fortune, the event did not go unchronicled. A knight of the pen from the Atlanta Constitution was with them and he gives the following account of the trip:

"The recent successful completion of the Southern Oakland company's driveaway of eighty-seven cars wrote automobile history not only in this section, but throughout the country. That this number of cars could be successfully piloted 1,027 miles and arrive at their final distributing point as closely bunched as they did redounds to the credit of those in charge of the trip."

"When it is considered that over 100 persons were handled for over a week in completing this driveaway, that their health was not impaired in the least, that every one of them admitted he had the time to have life and that the cars came through in splendid condition, its successful conduct is one of the feats of automobile industry progressiveness."

"Eighty-seven cars stretched out behind the pilot car covered a stretch at times of over ten miles, while on an average the last car was five miles behind the pilot car throughout the journey."

Largest Driveaway South.

"This trip marked the largest driveaway that has ever come south of any make of car, and the greatest number of cars that ever was sent such a distance in any direction throughout the country."

"No less than eleven detours from the main highway were necessary during the journey, which caused the delay in arriving as per schedule, as no log was available for these detours and the pilot had to travel slowly over these roads to keep the party intact."

"The roads as a whole were not as good as usual, the heavy October rains and the subsequent heavy traffic tearing the highways up considerably."

Fully 600 of the 1,000 miles was over rough roads.

Adrian Welcomed.

"Tuesday morning at 8:30 o'clock the party left Pontiac, arrived in Detroit at 11 o'clock, and, driving right through the city, stopped at Ypsilanti, Mich., for luncheon. Two detours outside of Ypsilanti caused delays and the party arrived in Adrian, Mich., Tuesday night, ninety miles being covered, and spent the night there."

"R. W. Holmington, chief of police of Adrian, welcomed the party on behalf of the city, and he personally watched the cars as they were parked on the streets all night and aided in many little ways too numerous to outline. The hotel men and billing stations did their bit in making every one feel at home."

"The start was made from Adrian Wednesday morning via Jasper, Wausau, Bryan, Fort Wayne, Marion to Indianapolis, a distance of 243 miles, the longest day's run of the trip. L. S. Shoup, manager of the Indianapolis Oakland branch, accompanied by Hoosier Motor club officials, met the party about fifteen miles out of the city and escorted them into the city, the stop being made at the Claypool hotel that night. Many courtesies were extended there, but delays in the arrival of some of the cars caused a late start next day."

"The party was escorted out of the city next day, but became divided and reached Columbus, Ind., in two sections, going into Louisville, 124 miles from the starting point, in this manner, due to two detours, one via Fredericksburg, that threw several of the cars astray. Some of the cars arrived in Louisville so late that it was nearly 2 o'clock before the start was made from Louisville on Thursday."

"Every one in Louisville, especially the company officials and the management of the Henry Watterson hotel, treated the party royally."

Lined Up at Louisville.

"The cars were lined up as to number again at Louisville after being scattered the day before, and after running to Cave City, eighty-five miles away, it was decided to spend the night there. Bill O'Neal, manager of the New Dixie hotel, furnishing splendid accommodations on short notice, and the garage handling the gasoline and oil filling with dispatch."

"From Cave City the party went via Bowling Green to Nashville, a detour out of Bowling Green via Franklin causing some delay and trouble, the main Dixie highway being reported in repair. But half of the bunch went the originally scheduled route. The party had been divided into four groups at Cave City, but got all together again as they were going through Nashville."

"Each division was in charge of a captain and service man."

"The first division was in charge of Johnson and Brown, the second in charge of Bowden and Curtis, the third Hixon and Comer, and the fourth, Madden and Prosper."

"The toll gates outside of Nashville caused quite a bit of delay, but the party reached Shelbyville that night and spent the night there, after covering 175 miles, though one division stayed at Murfreesboro and rejoined the main party next morning."

"Sunday morning the party again started in four divisions from Shelbyville, with six cars shy, these cars leaving at Murfreesboro for Chattanooga, their destination."

"From Murfreesboro on Mr. Beckmann must tell his own story, for the Atlanta Constitution man left him at that point."

"Sunday, we Chattanooga crowd started out through the mountains for our own home town," Mr. Beckmann went on with the tale. "It had not rained in the mountains for two months, but we went through mud-holes up to our hubs. However, we plowed on through."

"At one place we came to a ferry over some little river. I forget its name. I was with the front car. When I drove up, the ferryman came out of his shack, looked me over and said he guessed he could ferry me across. About that time my next auto arrived. He looked at the two cars dubiously and said he would get his boy to help."

"When the third and fourth hove in sight, and the dust of two more hung in the distance, he walked over near a tree and looked at us suspiciously."

"Look here," he questioned, "is this a new way you revenue men have got to hunt moonshiners, or air you some of them German raiders? I've been readin' about busted loose here in this country?"

"Yet, notwithstanding these primitive roads and conditions, the Oaklands reached Chattanooga in ship-shape and required only a general tightening up and oiling to be ready for inspection."

BULL PUP DID NOT RECOGNIZE OFFICER

Speed Cop Puts Off Arrest Until After Dog Days—Canine Was Belligerent.

Every day there appears on McCallie avenue a fast-traveling roadster, in which are seated two children and a bulldog.

This automobile rolls along the boulevards just a little too hastily to suit even the most good-natured of policemen. Innumerable warnings and admonitions to the juvenile speed burners have been without effect, so the other day a mounted officer, whose patience had reached the limit of endurance, decided that the only course left to pursue was to arrest the law violators.

He accordingly planted himself at a point along the route of the diminutive joy riders, and he had not waited long before the offending roadster, which is a Dodge Brothers car, came tearing down the road.

The law guardian placed his horse in the middle of the highway and blocked the progress of the scorchers, causing them to stop, and he forthwith proceeded to perform his required duty.

But an insurmountable obstacle prevented him from carrying out his plan. The bulldog simply would not let Mr. Policeman come within "arresting" distance of his owners.

The dog had a square, ugly face, his teeth were protruding and he had a hateful snarl. His growl was ominous and the officer, feeling that the canine would surely back up his threats with deeds, decided that he would leave the arresting of this particular trio until another day.

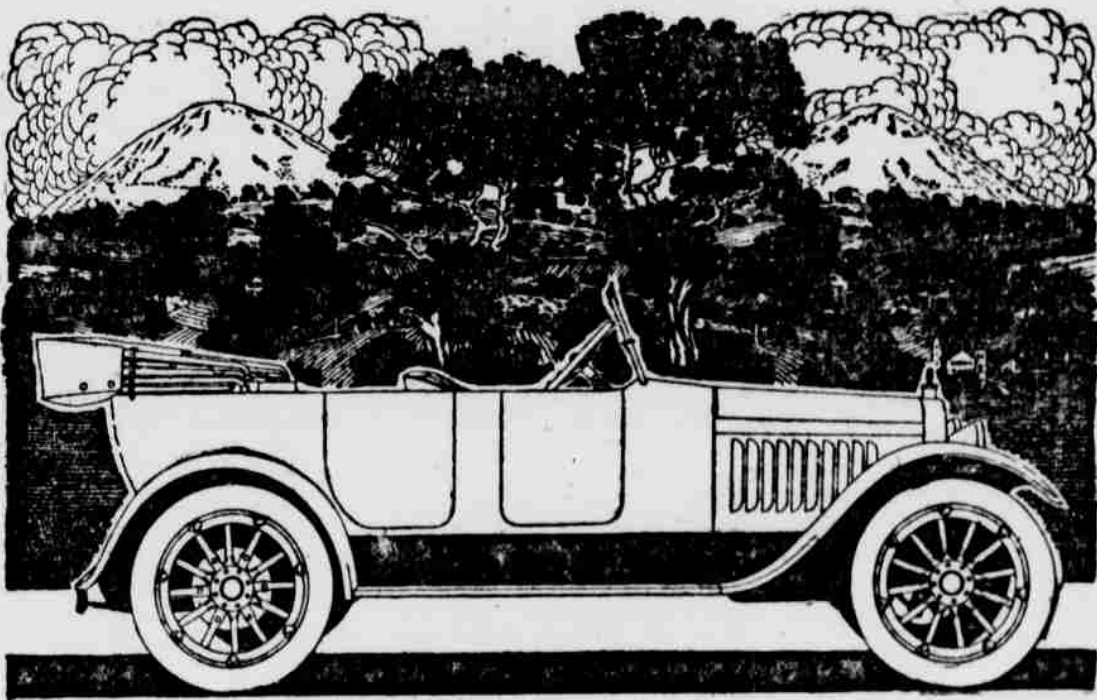
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Tests of exhaust vapors have shown weaknesses in many engines. By such tests you can always tell how good an engine is.

In the great Chalmers engine so very little in the way of unused or unburned gas comes out of the exhaust as to be almost negligible. The gas is used up—all of it—in the Chalmers.

The moment it passes from the throat of the carburetor it strikes the now noted "Hot-Spot" where it is heated and "cracked-up" and then rushed on to the combustion chambers via the "Ram's-Horn" Manifold.

When the spark touches it off there is translated a power such as a gas engine has never known; all the brute force imaginable, yet tamed down into a softness that is as smooth as deep water.

Once you play with it with your right foot you will be amazed at the thrill it'll give you.

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Touring Car, 5-Passenger, \$1,565	Cabriolet, 3-Passenger, \$1,775	Limousine, 7-Passenger, \$2,925
Standard Roadster, 4-Passenger, \$1,565	Town Car, 7-Passenger, \$2,925	Limousine Landulet, 4-Passenger, \$3,025

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